

No. 25,189. Pocket Sewing Machine.*(Machine à Coudre les Sacs.)*

Sally A. Rosenthal, Berlin, Germany, 23rd October, 1886; 5 years.

Claim.—1st. In a pocket lock-stitch sewing machine, the combination of parts consisting of a frame E, the needle bars a, a', at, the cloth plate i, the cloth presser and feed lever G, with an under thread construction which requires a shuttle S for the under thread, and a thread guide F for the upper thread, as set forth. 2nd. The arrangement of the shuttle S carried by the basket K, which latter is closed by a lid t, and spring p, and fixed to the segment H by means of a bracket m, in such a manner that the shuttle will receive its motion from the pin A, fixed on the needle bar e working in the slot g, as set forth. 3rd. The arrangement of the thread guide F, which is movable on the bracket E, by means of the pin c fixed to the head d, permitting the needle to pull or draw the required length of thread and drawing up the loop of the upper thread, as set forth.

No. 25,190. Process of Treating Paper to render it Fireproof. (Procédé de Traitement du Papier pour le rendre Incombustible.)

Thomas L. Wilson, Port Hope, Ont., 23rd October, 1886; 5 years.

Claim.—1st. The impregnation of paper pulp with salt, alum and asbestos, to render the same fireproof, as herein specified. 2nd. The process of treating paper with salt, alum and asbestos in the proportions and manner specified, for the purpose of rendering paper fireproof, as set forth.

No. 25,191. Saw Frame. (Monture de Scie.)

Samuel Hale, Bloomfield, N.J., U.S., 23rd October, 1886; 15 years.

Claim.—In a buck saw-frame, the combination, with a straining-lover, of two straining rods pivoted thereto at their inner ends, and having their outer ends screw-threaded and extending through the arms of the frame, and provided with thumb-nuts, substantially as and for the purpose specified.

No. 25,192. Necktie Shield.*(Caricasse de Cravate.)*

Samuel D. Witham, London, Eng., 23rd October, 1886; 5 years.

Claim.—1st. A necktie shield A folded and rivetted, or otherwise secured by rivets or eyelets C, and having the points J, J, in combination with a piece of necktie material L, substantially as and for the purpose set forth. 2nd. A pin B formed with sharp pointed ends and loops D, in combination with a shield A and a piece of necktie material L, substantially as and for the purpose set forth. 3rd. A fastener G, loop H and spring I, in combination with a pin B and shield A, substantially as and for the purpose specified. 4th. A necktie shield A, in combination with a sweat-proof band or cover E, substantially as and for the purpose set forth. 5th. A necktie shield A, in combination with a cover F, substantially as and for the purpose specified. 6th. A shield A formed with pointed ends J, J, and rivets or eyelets C, in combination with a pin B formed with loops D, fastener G, spring I and loop H, substantially as and for the purpose hereinbefore set forth.

No. 25,193. Reversible plough.*(Charrue Renversante.)*

Myron R. Hubbell, Wolcott, Vt., U.S., 23rd October, 1886; 5 years.

Claim.—1st. In a reversible plough, the clovis consisting of the two parts g, g', both said parts being held by the clovis-pin, and the part p being rivetted or otherwise secured to the part g' between the ends of the latter, substantially as described for the purpose specified. 2nd. In a reversible plough, the shifting clovis with its rearwardly-extending arm g', in combination with handles H, H and cross-bar h, substantially as described for the purpose specified. 3rd. The socket K attached to the underside of the plough-beam, the open front and the cross-bar at the back against which the back of the cutter rests, in combination with the cutter J pivoted within the socket by the cross-bolt k, substantially as described. 4th. In combination with a reversible plough and the shifting clovis g, the inclined wheel guide-bars m, m secured to the sides of the beam opposite, or nearly opposite to the pivot bolt f, thereby allowing the clovis to swing to the right and left without coming in contact with wheel guide-bars, substantially as described.

No. 25,194. Medicine Chest.*(Coffre à Médicaments.)*

Terry J. Hutton, Fergus Falls, Minn., U. S., 23rd October, 1886; 5 years.

Claim.—1st. In a medicine chest, composed of upper and lower case sections A, B hinged together as described, the central compartment D in the lower section, and longitudinal partitions f provided respectively with open-sided pockets e on their upper surfaces, in combination with the upper and lower compartments C, C', for vials of different sizes, the longitudinal partitions d, d', having recesses c, c, in them, and the open-sided pockets e along the lower inner margin of said sections, the whole being arranged essentially as shown and described. 2nd. In a medicine chest, provided with open-sided pockets e, for reception of the lower ends of vials, the combination, with the chest or case sections, of the metal strips g, cast, cut or punched, and bent to form wings h, constituting the sides of said pockets, essentially as described. 3rd. The combination, with the sections A, B, of the chest, hinged together at their one end, of the lid G hinged to the upper side of the upper section A, and the leg support M pivoted to the exterior of said lid, substantially as and for the purpose herein set forth. 4th. In a medicine chest, having upper and lower hinged sections A, B, the hinged lid G provided on its

inner face with top and bottom guides or rests a, a' and cleats c, c', for retention of a hand-book on said lid, in combination with the pivoted leg support M on the exterior of said lid, essentially as specified.

No. 25,195. Fire and Waterproof Paint.*(Peinture Réfractaire et Hygrofuge.)*

George Pfann, Hamilton, Ont., 23rd October, 1886; 5 years.

Claim.—A composition, composed of sweet milk, lime, wood ashes, plaster of Paris, Portland cement, in or about the proportions specified, and the same thinned with sweet milk and coloured with powdered slate, to be used as a fire-proof paint and cement, substantially as specified.

No. 25,196. Propeller Wheel.*(Mélée Propulsive.)*

Cotesworth P. Wetherill, Woodville, Miss., U. S., 23rd October, 1886; 5 years.

Claim.—The screw propeller or propelling wheel, having its blades of suitable pitch, set inclining in the direction of their length, relatively to the axial line of the shaft of the wheel, and forwardly in the direction of the motion ahead produced by the propeller, the plane of which inclination of said blades crosses the said axial line of the wheel shaft, substantially as and for the purposes set forth.

No. 25,197. Ice Creeper. (Crampon à Glace.)

Charles W. Dutcher and Ezekiel B. Ketchum, St. John, N. B., 23rd October, 1886; 5 years.

Claim.—1st. The combination of the plate A, with the extension bar B and the pivot s on the plate C, the lug u acting as a fulcrum, the whole being kept in position by the lever y, with the catch d, the whole in place, adjusted and combined as described in the specification, substantially and for the purpose hereinbefore set forth. 2nd. The combination of the plate D with the extension plate E, with the hinged plate F, the whole being held in position when adjusted and combined as described in the specification, substantially and for the purpose hereinbefore set forth.

No. 25,198. Electrical Contact Apparatus*worked by Railway Trains. (Appareil à Contact Electrique Mis en Oeuvre par les Trains de Chemins de Fer.)*

William Buck, London, Eng., 23rd October, 1886; 5 years.

Claim.—Electrical contact apparatus, consisting of a box containing mercury arranged by the side of a rail, so as to be subjected by the passage of a train to a longitudinal shake or movement, causing a wave of mercury to make or break contact with a wire situated midway in the box, substantially as herein described.

No. 25,199. Railway Coach and Car.*(Voiture et Car de Chemin de Fer.)*

Thomas L. Wilson, Port Hope, Ont., 23rd October, 1886; 5 years.

Claim.—1st. A railway car, whose framing is constructed of rolled channel steel or iron, in the manner and for the purpose specified. 2nd. The frame portion of a railway car, constructed of rolled channel steel or iron, so formed as to present a level surface on the inside and outside of the frame, to facilitate the application of the paper covering, as set forth. 3rd. A railway car, whose frame is constructed of rolled channel steel, as described, and sheathed inside and outside with compressed paper, as herein described. 4th. In the construction of railway cars, of the upright pieces b arranged and secured, as described, with their edges facing each other, so as to present a smooth surface for the window slides, as described and specified. 5th. The method herein described, of closing the ends of the channel bars, which consists in folding one side over the other across the channel and folding the top over the two sides and welding the same together, as herein described. 6th. A railway car, whose floor framing is constructed of the rolled channel steel side sills g, floor beams h and head stock piece n, all arranged and secured as described, the corner braces c being secured to the sills g and head stock piece n, as illustrated, the pieces k placed between the sills and floor beams, and secured by means of bolts, as shown at l, Fig. 2, all as herein set forth. 7th. In the construction of railway cars, the side uprights b secured to the sills g, as shown at u, Fig. 4, in combination with the carlin a and wall-piece e, the said carlin wall-piece and upright being secured together by means of a bolt, as shown at e and e', Fig. 4, and as herein described. 8th. In the construction of railway cars, the combination of the sills g, uprights b, longitudinal pieces f and wall-pieces e, all made of rolled channel steel and secured together as herein specified. 9th. In a railway car, the combination of the sills g, uprights b, longitudinal pieces f, and wall-pieces e, all arranged and secured together, as specified, with the roof carlins a having between them the additional longitudinal pieces f, all constructed of rolled channel steel, as described, the said carlins being secured to the wall-pieces e, uprights b, as herein described. 10th. In a railway car, the combination of the framing constructed of rolled channel steel, and arranged as herein described, in combination with a compressed paper covering the inside and outside surfaces of the said frame.

No. 25,200. Clothes Pin. (Épingle Américaine.)

Leander Libby, Dillonton, Que., 23rd October, 1886; 5 years.

Claim.—As a new article of manufacture, a clothes pin, formed of bent wire, having a spring loop or coil at the head, legs intersecting below the loop and bowed outwardly to meet at a distance from the ends of the wire and thence curve apart to the extremity, as set forth.